

# TC PARTNERSHIPS NEWSLETTER

INNOVATIVE PARTNERSHIPS FOR A SUSTAINABLE MARITIME FUTURE



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# NEW AND STRENGTHENED PARTNERSHIPS

## IMO-ESCAP MoU



The International Maritime Organization (IMO) has signed a partnership agreement with the United Nations Economic and Social Commission for Asia and the Pacific (ESCAP). The agreement will help promote sustainable maritime transport through a range of capacity-building and knowledge partnership activities in the Asia-Pacific region.

The agreement brings together IMO, the United Nations (UN) maritime agency which sets global standards for safe, secure, efficient and environment-friendly international shipping, and ESCAP, the UN regional commission for the Asia-Pacific region, which provides a regional intergovernmental platform and think-tank, and supports inclusive, resilient and sustainable development in the region by generating action-oriented knowledge, and by providing technical assistance and capacity-building services in support of national development objectives, regional agreements and the implementation of the 2030 Agenda for Sustainable Development.

A Memorandum of Understanding (MoU) was signed on 12 September 2022 by IMO Secretary-General Kitack Lim and ESCAP Executive Secretary Armida Salsiah Alisjahbana.

"This strategic partnership, combining IMO's global mandate and outreach and ESCAP's experience and expertise in supporting its regional partners, is expected to contribute a great deal to sustainable maritime transport and the implementation of the United Nations Sustainable Development Goals (SDGs)," said Secretary-General Lim.

As part of the UN family, IMO and ESCAP are actively working towards the 2030 Agenda for Sustainable Development and the associated SDGs. Most of the elements of the 2030 Agenda will only be realized with a sustainable transport sector supporting the world trade and facilitating the global economy.

The parties intend to work together to support the following initiatives:

- knowledge sharing;
- intergovernmental cooperation;
- capacity-building;
- joint resource mobilization; and
- strengthening UN-wide initiatives and programs;

ESCAP and IMO will provide activities under the following areas of mutual interest:

- marine environment protection and climate change;
- maritime transport facilitation in support of global and regional trade flows; and
- maritime safety.

The agreement was signed at a ceremony in Bangkok, Thailand, during the [IMO/ESCAP Thematic Solution Forum \(TSF\)](#), at the Global South-South Development (GSSD) Expo 2022.

The IMO/ESCAP TSF showcased the various initiatives of IMO and ESCAP related to South-South and Triangular Cooperation for sustainable maritime transport and a green recovery through partnerships, long-term projects and technical cooperation assistance.

The [GSSD Expo](#) is an annual event organised by the United Nations Office for South-South Cooperation ([UNOSSC](#)) to showcase evidence-based successful development solutions and initiatives, in collaboration with United Nations agencies and all other partners. The GSSD Expo 2022 is co-hosted by the Government of Thailand and ESCAP, from 12 to 14 September 2022 in Bangkok, Thailand.

Links

<https://virtual-expo.southsouth-galaxy.org/>

<https://www.unescap.org/>

# IMO-Commonwealth Secretariat MoU



The Secretary-General of IMO has signed a partnership agreement with the Commonwealth Secretariat, under which both organisations commit to strengthening the maritime and port sectors in selected developing countries through activities which will promote and facilitate the adoption of sustainable maritime transport systems and practices.

A MoU was signed on Thursday (29 September) by IMO Secretary-General Kitack Lim and Commonwealth Secretary-General, the Rt Hon Patricia Scotland KC.

Commonwealth countries who are Member States of IMO will benefit from joint capacity-building activities between the two intergovernmental organisations.

Under the agreement, IMO and the Commonwealth Secretariat intend to work together to support:

- knowledge sharing;
- intergovernmental cooperation;
- capacity-building; and
- joint resource mobilization.

Specific activities will be developed to address:

- marine environment protection and climate change;
- maritime safety;
- maritime security;
- maritime legislation; and
- maritime transport facilitation in support of global and regional trade flows.

IMO Secretary-General Kitack Lim said, "IMO is pleased to partner with the Commonwealth Secretariat to boost sustainable maritime transport. The maritime sector binds us all together and this agreement will help us target countries with additional support to ensure that shipping is greener and more resilient, supporting employment and driving forward the blue economy across nations."

Commonwealth Secretary-General, the Rt Hon Patricia Scotland KC said, "Our ocean drives economic activity, connecting us all and carrying 80% of global trade, by volume, through maritime transport. The provision of safe, secure shipping on cleaner seas has never been of greater importance than it is now. The Commonwealth covers more than a third of the ocean under national jurisdiction, so we are excited to join hands with the IMO to advance the prospects for a sustainable global blue economy."

IMO is the UN maritime agency which sets global standards for safe, secure, efficient and environment-friendly international shipping. The Commonwealth Secretariat is the intergovernmental organisation which co-ordinates and carries out much of the Commonwealth's work to promote good governance, multilateral cooperation and sustainable development. This includes implementing the Commonwealth Blue Charter, an agreement by all 56 member countries to actively cooperate to solve ocean-related challenges.

The MoU was signed at IMO headquarters in London, United Kingdom, during the IMO-UNEP-Norway Innovation Forum 2022. The Innovation Forum is a two-day hybrid global platform aimed at championing innovation to accelerate the transition of the marine sector towards a zero- and low-emission future. The Forum is linked to the IMO World Maritime Day theme 2022 "New Technologies for Greener Shipping", with a special emphasis on inclusive innovation for decarbonization of the maritime sector.

[IMO and Commonwealth Secretariat join forces for sustainable maritime development | Commonwealth \(thecommonwealth.org\)](https://www.commonwealth.org/imo)

# PORTFOLIO OF ONGOING EXTERNALLY FUNDED PROJECTS IMPLEMENTED BY IMO

## GHG related

### [i. GreenVoyage2050](#)



The GreenVoyage2050 Project has continued its support for countries in the development of National Action Plans (NAPs) to address greenhouse gas (GHG) emissions from ships by hosting a series of national roundtables in [Kenya](#) and [Belize](#). The roundtables, which are available to all GreenVoyage2050 partnering countries, offer an interactive platform for national authorities and relevant stakeholders to explore the motivating factors and benefits for creating a NAP, and to connect the dots to existing emission reduction efforts by the country. The events allow practical implementation of the IMO-Norway GreenVoyage2050 NAP guide which was released earlier this year. In addition, the project has published its [ship and ports emissions toolkits in Spanish](#). The free resources, which are also available in English, provide structured frameworks as well as decision support tools for evaluating emissions reduction opportunities in maritime transport.

The Project has also released an updated version of its popular Clause-by-Clause analysis of MARPOL Annex VI, which provides a breakdown explanation of each regulation and is intended to be a useful resource for countries seeking to draft legislation to incorporate MARPOL Annex VI into national law. Clause-by-Clause analysis of MARPOL Annex VI is available free of charge to download in six languages: [Arabic](#), [Chinese](#), [English](#), [French](#), [Russian](#), and [Spanish](#).

The Low Carbon GIA has [released a new study](#) which shows that containerships can reduce fuel consumption and resulting carbon dioxide emissions by 14% on a per voyage basis using JIT arrival. Using AIS data from the calendar year 2019 (pre-pandemic), the impact of JIT on fuel consumption and emissions was assessed by optimizing all voyages in three scenarios: Over the entire voyage, over the last 24 hrs; and over the last 12 hrs. The results show that while optimizing speed over the entire duration of a voyage offers the greatest saving opportunity (displaying a mean fuel saving per voyage of 14.16%), there are benefits in all scenarios with savings of 5.90% (24 hrs scenario) and 4.23% (12 hrs scenario), respectively.

### [ii. Blue Solutions Preparatory Project](#)

The preparatory phase has been extended until end of June 2022 by the International Climate Initiative (IKI), IMO and Partnerships in Environmental Management for the Seas of East Asia (PEMSEA), with more consultation with countries on potential demonstration pilot projects in their respective countries/ports.



### [iii. GHG SMART Programme](#)

The third Steering Committee meeting of the Sustainable Maritime Transport Training Programme (GHG SMART) was held online on 28 March 2022, following the successful delivery of the first training workshop held virtually in January. The Steering Committee agreed the work plan for 2022 and the strategy for the entire duration of the GHG SMART Programme. The IMO-RoK GHG SMART Participants' Engagement webinars were successfully held on 21 June 2022 and 10th August. The next training workshop was conducted in-person in the Republic of Korea in September 2022 and involved practical training and a study visit, hosted by the Korea Maritime Transportation Safety Authority (KOMSA).

### [iv. IMO CARES Foundation Project](#)

The preparatory phase of the IMO CARES Foundation Project is funded by the Kingdom of Saudi Arabia and undertakes all the preparatory activities to develop and design a sustainable global programme (CARES - Coordinated Actions to Reduce Emissions from Shipping), which is expected to be a long-term initiative with the objective to accelerate demonstration of green technologies and their deployment globally in a manner that facilitates blue economic growth in developing regions. It was launched at the IMO-Singapore Future of Shipping Conference on 5 April 2022.

A series of technical workshops was held between June and August 2022, aimed at facilitating regional consultation on the concept of the IMO CARES programme. The series was organized in collaboration with Maritime Technology Cooperation Centres for Caribbean, Africa and Pacific, part of a global network of MTCCs. Gathering feedback from stakeholders in the respective regions was a major step towards the establishment of a multi-stakeholder coalition and the launch of the IMO CARES Programme in 2023. Building on from the success of the workshops, meetings were undertaken with R&D Centres, International financial institutions, UN agencies and others to identify their needs and how stakeholders might collaborate under an IMO CARES framework.

The preparatory project is now developing a CARES framework and programme proposal that will be promoted at key events such as the IMO Innovation Forum and the UN Climate Change Conference (COP 27). Details of the CARES launch date will be announced during the first part of 2023.

### [v. NextGEN and NextGEN Connect](#)

The Maritime and Port Authority of Singapore (MPA) and IMO jointly launched NextGEN Connect ("GEN" stands for "Green and Efficient Navigation"), a database which aims to bring industry stakeholders, academia and global research centres together to offer inclusive solutions on maritime decarbonisation for trials along specific shipping routes. The launch took place at the IMO-Singapore Future of Shipping Conference during Singapore Maritime Week 2022. The NextGEN Connect Challenge is the next phase of the NextGEN initiative, launched in September 2021. The [NextGEN database](#) presently lists more than 150 decarbonisation projects and comprises over 500 stakeholders worldwide, including IMO Member States, shipowners, technology developers, classification societies and non-governmental organisations. Under NextGEN Connect, diverse stakeholders will be invited to propose robust methodologies to jointly develop, on a pilot basis, route-based action plans to reduce GHG emissions between specific points along a shipping route in the Asia-Pacific region.

# CURRENT PORTFOLIO OF PROJECTS CONTINUED

## Ocean related

### vi. GloFouling Partnerships



The GEF-UNDP-IMO GloFouling Partnerships Project is a global initiative bringing together key partners to respond to a global environmental problem, namely invasive aquatic species introduced via biofouling. The initiative is part of the wider efforts undertaken by International Maritime Organization (IMO), in collaboration with the Global Environment Facility (GEF) and the United Nations Development Programme (UNDP) aimed at building capacity in developing countries for implement the IMO Biofouling and other relevant guidelines for biofouling management.

Key events in the coming months will be the 2nd GloFouling Partnerships R&D Forum and Exhibition on Biofouling Prevention and Management for Maritime Industries, 11-14 October (more details in upcoming events section), and three regional task forces to be held in South Asia, Latin America and Pacific, organised in collaboration with the South Asia Cooperative Environment Programme (SACEP), the Comisión Permanente del Pacífico Sur (CPPS) and South Pacific Regional Environment Programme (SPREP), respectively. The aim of the three regional meetings is to establish task forces and by the end of the project to draft a regional strategy for biofouling management to ensure harmonised national policies, collaboration and knowledge-sharing among countries.

Also noteworthy, and as part of its outreach to other maritime industries, during the month of August, the project held a series of roundtables with individual private sector companies representing the aquaculture and offshore renewable energy sectors, with the aim of identifying key challenges and solutions that may improve how biofouling management is conducted in those industries.

### vii. **TEST Biofouling project**

TEST (Transfer of Environmentally Sound Technologies) Biofouling project, a new funding agreement (\$4.0 million), was signed with Norway. This partnership will provide support to developing countries to address the transfer of invasive aquatic species and help reduce GHG emissions from ships. TEST Biofouling will complement the existing GloFouling Partnerships project and enhance the work of IMO to tackle these environmental issues. TEST Biofouling will showcase, through pilot demonstration projects in developing regions, some of the latest advances in technological solutions for managing ship's biofouling. The project will deliver capacity-building activities including training courses in participating countries.

### viii. GloLitter Partnerships



GloLitter is focusing on assessing the priority needs of Lead Partner Countries (LPCs) and twinning them with Partner Countries (PCs) in their regions so that they can work together on common issues related to marine plastic litter with the support from the GloLitter.

The LPCs are currently finalizing their NAPs, which will identify the priority areas and the PCs' answers to a questionnaire on their needs are being analysed. Costa Rica's NAP is already publicly available.

GloLitter hosted a side event at the UN Ocean Conference in Lisbon in June. The side event focused on Global Partnerships: Strengthening SDG 14 efforts in the shipping and fisheries sectors through a science-based, multi-tiered approach. The side-event was fully booked and was opened by the IMO Secretary General Mr. Kitack Lim alongside Norad (Norwegian Agency for Development Cooperation) Director General Mr. Bard Vegar Solhjell. Three presentations were given followed by a panel discussion.

GloLitter has also been preparing for the Asia and Pacific Regional Task Force Meeting and the side event during the 7th International Marine Debris Conference (7IMDC) that was held in Busan, Republic of Korea in September 2022. The LPCs in the Asia and Pacific region will be focusing on presenting their NAPs and the PCs will be presenting their twinning priorities. The outcome of this session is to begin the establishment of the twinning arrangements that will form the basis of sustainable regional cooperation in the fight against marine plastic litter.

### ix. MEPSEAS Project - Phase II



The IMO-Norad Marine Environment Protection of the South-East Asian Seas (MEPSEAS) project is in the final year of its implementation.

The Port State Control (PSC) and Flag State Inspection (FSI) Inspections, which are taking place in Malaysia, Philippines, Thailand and Vietnam will start in September by the Compliance Monitoring and Evaluation (CME) Experts under the guidance of the Tokyo MOU Secretariat. Indonesia will not benefit from the Tokyo MOU Mission inspection but there will be pilot trials conducted in the country by the CME Experts.

The Third High Level Regional Meeting due to take place in October 2022 will mark the end of this five-year regional project and will highlight the key achievements and milestones in each participating country. Specific discussions will be on sustainability and showcase key achievements of the project.

The Regional Technology Conference (RTC) will provide a platform to present, share and discuss the latest available technologies and solutions for ballast water treatment, antifouling systems and ship-waste management including the best practice in research and development related to environmental aspects. The Conference will provide an opportunity for participating countries to explore best partnership opportunities to meet their specific needs. The Project is planning to invite some international financial institutions (IFIs)/financial sector, which may also showcase potential financing solutions needed.

The Thailand London Protocol workshop took place virtually in February 2022, this was successfully completed by our colleagues in MED and was attended by over 50 participants. The participants included representatives from Government Ministries, including Energy Business, Environmental Quality Promotion, Fisheries, Marine and Coastal Resources, Mineral Fuels, Science Service, and Treaties and Legal Affairs, and also the Ports Authority of Thailand, Thai Shipowners' Association, the Industrial Estate Authority of Thailand and representative from a number of private companies mainly associated with shipping and port terminal activities.

# CURRENT PORTFOLIO OF PROJECTS CONTINUED

## Ocean related

### x. Carib-SMART

The IMO Carib-SMART Preparatory Phase Project received regional endorsement at the recently concluded Regional Meeting of Directors and Heads of Maritime Administrations held in Paramaribo, Suriname on 28 and 29 July 2022. The Meeting invited Member States to fully support the Project by providing relevant information to guide the identification of gaps and needs and to adopt such measures as are necessary to give authority to their Maritime Administrations to support Carib-SMART activities towards the implementation of a sustainable maritime transport system in the region.

Preparatory Phase outputs include:

- A Survey Questionnaire to Maritime Transport Stakeholders, launched on 16 June 2022, which closed on 8 July 2022;
- National and Sub-regional Needs Assessment Reports – in process and due by 25 August 2022;
- A Regional Needs and Gap Assessment Report – completed by early September 2022;
- A Roadmap and Action Plan to be considered by key representatives and decision makers within the third/fourth quarter of 2022; and
- A Technical Cooperation Programme and Donor Financing Plan which identifies and quantifies country co-financing to be reviewed by the region at the ministerial level are to be developed.

Preliminary indications are that legal and regulatory issues, gaps in reporting obligations, unfulfilled training and certification requirements, legislative drafting drawbacks and less than effective institutional structures, remain the root causes of many Member States' inability to implement key IMO Conventions and the regional Codes.

To address this, each State needs to prioritise the Conventions and Instruments that have not been ratified or acceded to, identify the underlying interests and policy determinants of each, and benchmark clear indicators for measuring how each is implemented. New trends and causative regional and national factors need to be identified, and where Instruments have been brought into force nationally, periodic reviews will be required to ensure that they remain relevant and enforceable.

### xi. SENSREC

#### Phase II (Bangladesh)

The Norwegian Ministry of Foreign Affairs (MFA) agreed to extend the Safe and Environmentally Sound Ship Recycling in Bangladesh – Phase II (Capacity-Building) (SENSREC-Phase-II) until July 2022 to allow IMO and Bangladesh to focus on two key areas: increasing gender equality by facilitating women participation in the ship breaking industry and rolling out additional training. These areas were highlighted in the closing evaluation and owing to the savings made by the project, IMO and the MFA agreed to target these areas by extending Phase II. The additional training was completed by the end of the project and the gender legal report has been finalized. Phase 2 is now in its closing phase and IMO is meeting with the donor and the Government of Bangladesh in Dhaka, Bangladesh in October 2022 to report on the status of the project.

#### Phase III (Bangladesh)

The formation of the Project Coordination Unit of Phase III is taking place. Bangladesh is progressing with the feasibility study for the Treatment, Storage and Disposal Facility (TSDF) and have earmarked funds for this process.



# CURRENT PORTFOLIO OF PROJECTS continued

## xii. EU-funded port and maritime security projects

### Port Security Project

The project on Port Security and Safety of Navigation in Eastern and Southern Africa and the Indian Ocean (Port Security project) covers Angola, Comoros, Kenya, Madagascar, Mauritius, Mozambique, Namibia, Seychelles and the United Republic of Tanzania. The inception phase was completed in December 2020. The inception phase and early delivery of activities were carried out virtually, due to the Covid-19 pandemic. From November 2021, in-person delivery resumed. Legal gap analyses have been completed for all project countries and support is now being provided on the domestication of international instruments into national legislation. The review of commitments to regional Memoranda of Understanding (MoU) on PSC, the establishment and development of National Maritime Security Committees and Strategies, and the delivery of International Ship and Port Facility Security (ISPS) Code training and Port Facility Security Assessments are ongoing.

### Red Sea Project

The Regional Programme for Maritime Security in the Red Sea Area (Red Sea Project), which focuses on Djibouti, Eritrea, Ethiopia, Somalia, Sudan and Yemen, completed the six-month inception phase at the end of September 2021. During the inception phase the project team met remotely with the main stakeholders of each participating country to agree on tailored workplans. A project launch with implementing partners United Nations Office on Drugs and Crime (UNODC) and the International Criminal Police Organization (INTERPOL) took place on 10 February 2022 at the Djibouti Regional Training Centre (DRTC) in Djibouti.

The activities involve four major results areas: support to the domestication of international maritime legislation, implementation of maritime security measures, development of a port security management system and port State control (PSC) compliance. Implementation in 2022 has included Vessel Traffic services (VTS) Training and legal workshops related to domestication of legislation.

## Digitalization

### xiii. IMO-WB Project on MSW

IMO and the World Bank Group (WB) organized a two-day Maritime Single Window (MSW) induction webinar in November with Fijian authorities to understand the current situation in Fiji regarding digitalization of clearance processes and the role and involvement of different national agencies. The project is now conducting a diagnostic study to consider electronic data legal and regulatory framework; current institutional framework and governance models, public sector enterprise architecture; and standards for data interoperability between government agencies with regards to Port Community Systems and National Single Windows. A joint team of WB, IMO and the consultants were on mission to Fiji in the last week of September to discuss with the national authorities and stakeholders the report prepared by the WB and IMO.

### xiv. SWiFT Project

IMO and Singapore selected the Port of Lobito (Angola) for a pilot project to establish an efficient digitalized system for electronic exchange of information in ports for ship clearance. The project kicked off in February 2022 and is currently at its process mapping phase.

## Safety of domestic passenger ships

### xv. IMO-WB Project on the Safety and Energy Efficiency of Domestic Passenger Ships in the Philippines

A project, co-funded by IMO and the World Bank entitled "the Study on the safety and energy efficiency of domestic passenger ships in the Philippines (FSA-P and ENV-P)", to support the Philippines to enhance the safety and energy efficiency of its domestic ferries commenced on 1 December 2021. The Project aims to identify gaps and map out the way forward for the safety, energy efficiency and decarbonization of domestic passenger ships in the Philippines. The team comprises academics from the World Maritime University (WMU), Sweden; the University of Strathclyde, United Kingdom; and national stakeholders from the Philippines - coordinated by the Philippines Marine Industry Authority (MARINA). The project team uses IMO's Formal Safety Assessment (FSA) as the primary methodology to conduct the study. The project is supervised by Technical Cooperation Division (TCD), in close consultation with Marine Environment Division (MED) and Maritime Safety Division (MSD).

A field visit was conducted by the Project Team including the international consultants, IMO and WB officials and the national consultant from 4 to 9 July 2022. The field visit focused on the following:

- 1 safety system in the Philippines, domestic passenger ships' operations and determine how to improve that safety system and thereby improve safety of passenger ships by conducting follow-up face-to-face interviews with stakeholders and obtain additional information on other operational and economic aspects of shipping operations;
- 2 actual operations of domestic passenger ships and their interface with port operations and regulatory authorities responsible for ensuring maritime safety;
- 3 scrutinize the different types of domestic passenger ships which operate in the Philippines including the re-designed wooden bancas which are now built as fiberglass reinforced plastic (FRP) boats, the catamarans and trimarans, and the traditional ro-ro passenger ships;
- 4 validate field data obtained from the data gathering phase of the project;
- 5 collect missing data and information, like accident investigation reports.

Two meetings were held at every venue visited: One for the FSA-P (safety) group and the other for the ENV-P (decarbonization) group. Below are images from the field visit.

The project will be completed by the end of 2022 and will be used as a model to benefit other volunteering Member States in the future.



## INNOVATION FORUM 2022



The IMO-UNEP-Norway Innovation Forum was a two-day hybrid (live in person at the IMO Headquarters in London and virtual) global platform aimed at championing innovation to accelerate the transition of the marine sector towards a zero- and low-emission future. It was held on 28 and 29 September 2022 and focused on addressing the specific needs of developing countries, especially Least Developed Countries (LDCs) and Small Island Developing States (SIDS). The Forum was linked to the IMO World Maritime Day theme 2022 "New Technologies for Greener Shipping", with a special emphasis on inclusive innovation for decarbonization of maritime sector.

The event was supported by the Government of Norway, the IMO Secretariat and the United Nations Environment Programme (UNEP) in order to promote innovation by providing a global platform to exchange best practices and fill necessary gaps by gathering ideas and latest developments from all competent international policy makers.

Recordings can for [Day 1](#) and [Day 2](#) can be accessed here.

Programme can be downloaded [here](#).



# TC ACTIVITIES AND INITIATIVES

## i. Update on IMO's e-learning platform

Since its launch in April 2022, 1,104 people have registered for IMO's e-learning course "An Introduction to Oil Pollution Preparedness, Response and Cooperation". The course is designed to provide a basic introduction to those involved in, or that have an interest in, matters related to oil pollution preparedness and response, whether from within the oil spill response community or the maritime sector. The free online course is currently available in English but is expected to be available in other languages.

This course, as well as all future e-Learning courses, will be hosted on the IMO Learning Management System (LMS) platform that can be accessed through the IMO website or through the following URL: <https://lms.imo.org/moodle310>/<https://lms.imo.org/moodle310/>



## ii. Working towards Brazil's National Maritime Policy

Brazil is the latest country to benefit from IMO's work promoting good governance practice in the maritime sector to support sustainable development. A National Workshop on Maritime Transport Policy was organised in Brasilia, Brazil (5-7 July) by IMO, in close cooperation with the Brazilian Navy.

The workshop brought together some thirty participants from a wide array of Government Ministries and Agencies whose mandate and activities impact on the maritime sector. The importance of a sound policy and related strategy for its implementation is being highlighted as a means to support and strengthen the sustainable governance and development of the maritime sector.

The participants are being familiarized with the theory of policy and the formulation process and content of a national maritime policy, with a view to safeguarding maritime safety and security, protecting the marine environment, and ensuring the effective implementation of international maritime treaties.

The maritime transport policy training programme material - which was revised and updated in 2021 by IMO with the assistance of consultants and in collaboration with WMU - is being used for the first time in a physical delivery of the workshop.

Brazil is currently developing a new National Maritime Policy reflecting and integrating all the policies related to the use of the sea. An Inter-Ministerial Committee established in 2021 is responsible for the development of this policy.

The workshop was delivered by IMO and WMU, within the framework of the IMO Integrated Technical Cooperation Programme (ITCP) and with the generous funding from the Government of China.

Watch the video: ['What is a National Maritime Transport Policy?'](#)

## iii. IMO Women in Maritime Programme

### Maritime SheEO Leadership Accelerator Programme (LEAP)

Second batch of the LEAP programme.

The second batch of the Leadership Accelerator Programme for 30 women in maritime sector drawn from Women in Maritime Associations and WISTA across the world is scheduled to being held from 15 September up to 15 December 2022. The first batch for 30 women was successfully held from 15 March to 30 June 2022. The programme is designed to prepare women leaders to overcome the unique organisational hurdles and biases that restrict their growth and equip them with the tools they need to increase their influence and impact.

Through the programme, participants have the opportunity to share and draw on the leadership experiences of a relevant and impactful network of peers that will empower them to drive personal and professional change and aim for the very top in their career trajectories.

The programme is best suited for mid to senior-level women professionals who are aspiring to develop critical leadership skills to influence, empower and mentor. Those preparing to transition into senior management or experiencing new or expanded responsibilities such as managing a new team will be able to deepen their leadership knowledge and enhance their confidence in dealing with challenging situations.

One of the important elements of the LEAP Program is 'learning-by-doing' on live work situations. To bring application orientation to the learning, the participants are asked to work on a project which could be any business problem/issue from the participant's work area that is dear to the participant, which she would like to solve. For example, any existing process which the participant would like to refine for their organization or making holistic business plans for expansion or better profitability or cost reduction through new technology, planning better team engagement for building high-performance teams etc.

In general, the programme will serve women professionals aiming to overcome gender barriers and grow within their organisations. The programme is fully sponsored by IMO as part of our human capacity-building and development in the maritime sector.



# UPCOMING EVENTS

## i. IMO-World Maritime University Sasakawa Global Ocean Institute academic conference "Protecting the ocean and moving forward at 50: London Convention and Stockholm Declaration"

10 to 13 October 2022, WMU, Malmö, Sweden (and online)

This year marks 50 years since the adoption of the Convention on the Prevention of Marine Pollution by Dumping of Wastes and Other Matter 1972 (the London Convention), as well as the first UN Conference on the Human Environment, held in Stockholm, Sweden, the same year. In view of these important milestones, IMO and WMU, through its Sasakawa Global Ocean Institute, are jointly organizing an academic conference entitled "Protecting the ocean and moving forward at 50: London Convention and Stockholm Declaration".

The Conference will be held in person at WMU, Malmö, Sweden (and online), from 10 to 13 October 2022, in the week following the forty-fourth Consultative Meeting of Contracting Parties to the London Convention and the seventeenth Meeting of Contracting Parties to the London Protocol.

The aim of the Conference is to discuss ocean and climate related topics under the framework of the London Convention and Stockholm Declaration's 50th anniversaries, with a view to achieving new research insights, establish impactful actions and help raise awareness.

Further information, including registration and a draft programme can be found here: <https://www.wmu.se/events/imo-wmu-london-convention-and-stockholm-declaration-50-conference>



## ii. 2nd GloFouling R&D Forum and Exhibition on Biofouling Prevention and Management for Maritime Industries

11 to 14 October 2022, IMO HQ, London



The GEF-UNDP-IMO-GloFouling Partnerships' flagship Forum on Biofouling Management for Maritime Industries is the second event of its kind since the project started in 2019. The event will be held from Tuesday 11 to Friday 14 October 2022 in London, UK at IMO headquarters. The Forum will bring together regulatory bodies, academia, leading scientific experts, technology developers, and representatives from maritime industries such as shipping, ports and harbours, aquaculture & fishing, offshore oil & gas, deep sea mining and ocean renewable energy, for a comprehensive overview of this rapidly expanding area of research and development of technologies.

The programme of the Forum is available here: <https://www.glofouling.imo.org/rdforumprogramme>

The event will also be an opportunity for the 12 beneficiary countries of GloFouling Partnerships to discuss, during a side meeting, their needs and how these can be best addressed under a new project financed by Norway's NORAD, namely the TEST Biofouling project. This latter project will complement action undertaken by GloFouling Partnerships in these countries, especially regarding technology demonstration.

### **Sponsorship opportunities and Exhibition area**

During the Forum, a separate exhibition area, as well as sponsorship opportunities, will be available, giving companies a chance to present themselves, promote their products and services, and increase their visibility to a global audience.

To participate as an exhibitor or a sponsor, please contact: [glofouling@imo.org](mailto:glofouling@imo.org)

To attend the forum follow this link to register: [www.glofouling.imo.org/rdforumold2](http://www.glofouling.imo.org/rdforumold2)

### iii. 2nd IMO Symposium on alternative low- and zero-carbon fuels for shipping

21 October 2022, IMO HQ, London (and online)



Building upon the success of the 2021 IMO Alternative Fuel Symposium, IMO will organize its 2nd Symposium on alternative low- and zero-carbon fuels for shipping on Friday 21 October 2022, immediately after the seventy-second session of the Technical Cooperation Committee.

Entitled "Ensuring a just and inclusive transition towards low-carbon shipping", the symposium will focus on the challenges and opportunities that renewable fuel production represents in the context of shipping decarbonization, particularly for developing countries, and the need for enhanced cooperation at all levels to support this global transition. These important topics will be further discussed by IMO Member States within the formal negotiation process on the revision of the Initial IMO GHG Strategy, including during MEPC 79 (December 2022).

This event is part of the global programme on reducing atmospheric emissions from ships and in ports and effective implementation of MARPOL Annex VI and the Initial IMO GHG Strategy.

The symposium is open to all Member Governments, IGOs, NGOs and the general public, in a hybrid format (live in person at the IMO Headquarters in London and virtual). Please register on the following link: [Registration form](#)

#### **iv. IMO@COP 27**

*6 to 18 November 2022, Sharm el-Sheikh, Egypt*



In pursuing its mission – safe, secure and efficient shipping on clean oceans – IMO works vigorously and consistently towards developing a comprehensive regulatory regime aimed at phasing out greenhouse gas (GHG) emissions from international maritime transport as soon as possible in this century. The main policy framework for this action is the Initial IMO Strategy on Reduction of GHG emissions from ships, adopted in 2018 and due to be revised in 2023.

IMO will participate in COP 27 (Sharm el-Sheikh, Egypt starting on 6 November 2022). An official submission and a formal statement updating UNFCCC Parties on IMO's work to address GHG emissions from bunker fuels used for international shipping will be provided to the fifty-seventh session of the Subsidiary Body for Scientific and Technological Advice (SBSTA 57) under agenda item 14(e) – Emissions from fuel used for international aviation and maritime transport.

At COP 27 IMO will also provide information on its role as the international shipping regulator and more generally, promote shipping decarbonization, by participating in a number of side events, including an IMO-led event prepared in conjunction with the United Nations Conference on Trade and Development (UNCTAD), the World Bank, and the International Renewable Energy Agency (IRENA) entitled "Producing future marine fuels: opportunities for scaling up renewable energy production in developing countries".

## OTHER LINKS

[FIN-SMART Roundtable](#)

## CAREERS AT IMO

To find out more about careers at IMO and current vacancies in DPP, please visit '[careers at IMO](#)'.

A number of job opportunities are available now within the Technical Cooperation Division (TCD) and the Department for Partnerships and Projects (DPP) as a Junior Professional Officer (JPO) [here](#); and Externship [here](#).

## NEWSLETTER ARCHIVE

The previous issue of the newsletter can be found [here](#).